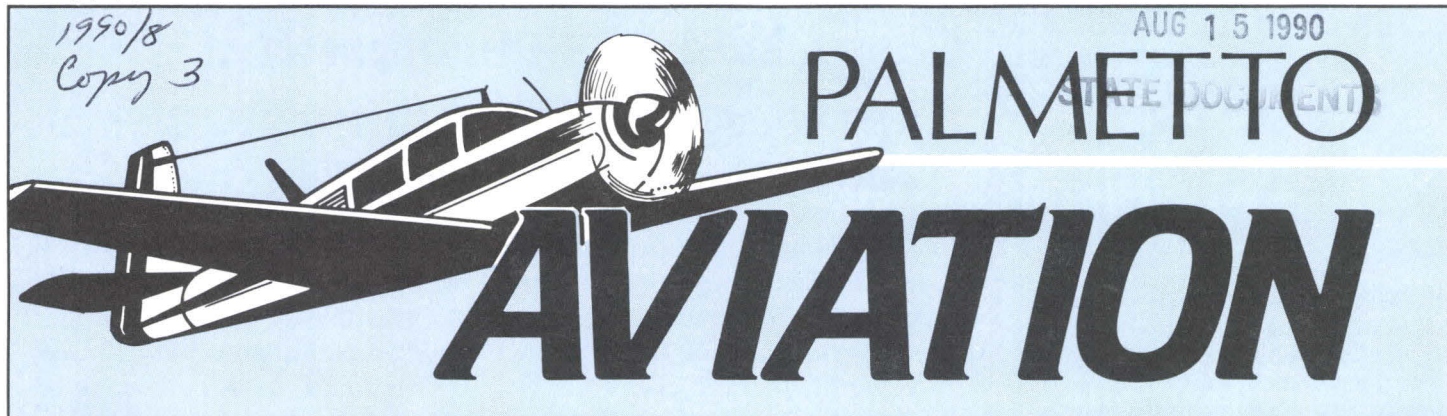


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STATE DOCUMENTS



Volume 42, Number 8

Published by the S.C. Aeronautics Commission

August, 1990

Aeronautics Interim Director Announced

State Pilot Named to Post

State Aeronautics Commission Chairman Jim Hamilton has announced the appointment of T.R. Runnels as Interim Director for the agency.

Runnels, 43, has been a Special Missions Pilot with SCAC since 1987, but during his tenure has also completed various administrative assignments including writing the agency's Policy and Procedures Manual and assisting in agency procurement and administrative matters.

In addition, Runnels has over 20 years of military aviation serv-

ice and retired from the U.S. Army in 1987 with a rank of CW4. While in the Army, his assignments included aviation training and operations, aviation and artillery staff positions, airfield and small unit commander, and pilot.

At the announcement, Hamilton praised and congratulated Runnels on his achievement. "All of you know the interim director. You have been working with him every day, day in, day out. It was a difficult decision, and our choice is T.R. Runnels. Congratulations, T.R."

See Interim Director, Page 6.



T.R. Runnels

Pee Dee Region Gets New Authority

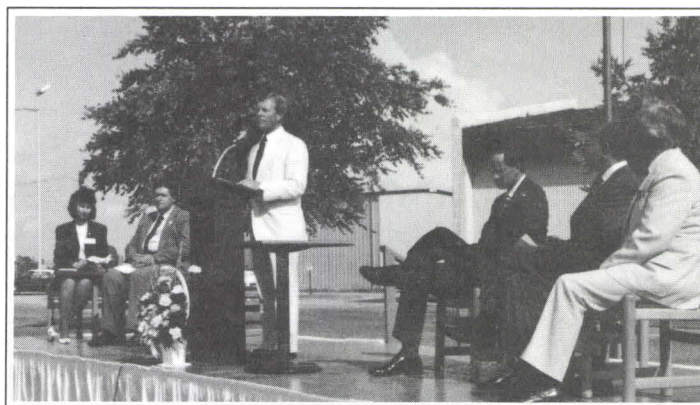
The Florence Regional Airport is coming of age. It's no longer a toddler teetering after its first step, but a child walking and running into the next decade with zeal and determination.

The Florence Regional Airport is now under the tutelage of the Pee Dee Regional Airport District with rules, regulations and a plan for the future of the airport.

Last month, Gov. Carroll Campbell visited the airport to praise the creation of the Aviation Authority.

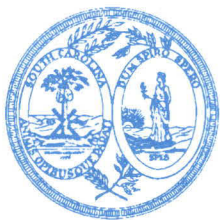
Campbell said, "This legislation to create a regional airport au-

Gov. Carroll Campbell (c) announces the formation of the new Pee Dee Regional Airport District for Marion, Florence, Dillon and Darlington Counties.



thority will begin to solve the transportation inadequacies that lie in the Pee Dee. At last we have fully recognized the need for good air transportation."

Campbell continued saying, "Air transportation is a must for this region and a must for our state. Here we have a concrete step in a
See Pee Dee Authority, Page 6.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Carroll A. Campbell
Governor

Commissioners:

Jim Hamilton, Chairman
Columbia

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Gaffney

Edwin S. Pearlstine, Jr.,
Charleston

Dr. Crack Anderson
Chester

Curtis Graves
Denmark

Richard McClellion
Anderson

Ralph Schmidt
Greenville

Charles Appleby
Florence

Ex-Officio Members:

Sen. Isadore Lourie
Columbia

Staff:

T.R. Runnels
Interim Director

Helen F. Munnerlyn
Editor

Congressional Subcommittee Approves of Airport Improvements

According to Sen. Fritz Hollings' office, the Appropriations Subcommittee approved language in the Transportation Appropriations Bill mandating that grant applications for runway improvements at three South Carolina airports be given top priority.

Based on figures from the 1989 South Carolina Airports Pavement Evaluation, the following repairs are the focus of the funding requests:

•Jasper County's Ridgeland Airport requires pavement repair of a primary runway, taxiway and apron, at an estimated cost of \$3,552.15.

•Greenville's Donaldson Center requires pavement repair on runways 4N, and taxiway B-1. The estimated repair cost is \$1,300,000.

•Laurens County Airport needs repair of a primary runway, taxiway, and apron, and two secondary taxiways at an estimated cost of \$157,957.

At Hollings' urging, the Subcommittee also approved funding for the purchase of an Instrument Landing System navigational aid for Columbia Downtown Owens Field, the designated reliever airport for the Columbia Metropolitan Airport. The ILS is needed for safe operation of the airport.

Don't Know Who to Call for Airport Services?

Call Bill Walls in Airport Development or Dan Reeves in Airport Grounds Maintenance for airport grass cutting and airport painting at 1-800-922-0574.

Hurricane Season is Here; Be Prepared

Hurricane season has just begun and in the aftermath of Hugo, all of us are a bit gun shy and edgy that a major tropical storm will again batter the state.

Weather experts have predicted nearly a 50-50 chance of the state experiencing another hurricane this year, all the more reason to be prepared and get ready now.

Not only do you need to protect yourself, you need to protect your property and the property you manage, especially airports.

State Aeronautics Airport Engineer Bill Walls said recently, "Don't be surprised. Get an evaluation

on what kind of insurance you have now and what type your airport needs."

"Get in touch with your county and see what kind of insurance is necessary for your situation. Some counties don't even insure their airports for storm damage."

Airports are owned by either a local municipality or county which governs the requirements concerning insurance coverage, if no umbrella policy is in effect.

"We almost got caught this weekend with Bertha," said Walls, "and we sure don't want to be caught like we were with Hugo."

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

AOPA Takes the Pulse of General Aviation in SC

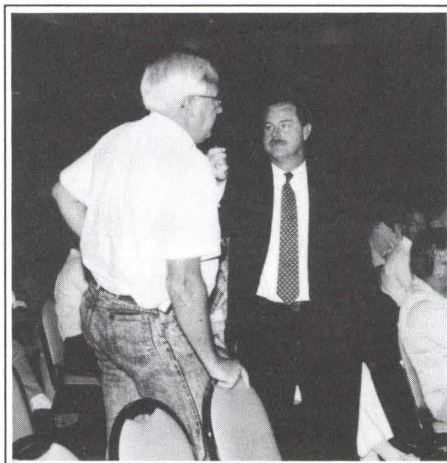
With more than 100,000 new members since 1980, the Aircraft Owners and Pilots Association has taken their campaign to the grass roots level to see what their members' opinions are.

"General Aviation Issues and Answers" came to Columbia July 19 to gauge membership responses to some of the hottest topics in Washington, D.C. and outline their goals for the next decade.

Steve Bassett, AOPA Vice President, spoke to an enthusiastic crowd of about 200 people at Embassy Suites where he unveiled the lobbying group's plans for the 1990s.

Some goals presented by Bassett seem doomed to a gridlock in Congress, while others should have very little opposition. Briefly the goals set forth are --

- Encourage the establishment of a satellite earthbase system with implementation beginning 1995;
- Resolve the federalism issue of who's going to operate the air system.' AOPA feels that it should be a cooperative effort between state and federal government;



Steve Bassett of AOPA fields a question from Joe Gibson, of the SC Wildlife Department.

- Ensure the right of access to airports;
- Establish a national aviation noise policy;
- Encourage dramatic improvements in aviation safety;
- Make a stronger partnership in aviation with community leaders, state and national politicians.

After individual presentations, questions were taken from the floor on such topics as aircraft safety seminar costs, AOPA legal services, drug testing and Mode C.

Cheraw Municipal, Hampton Hospital Approved for State Funding

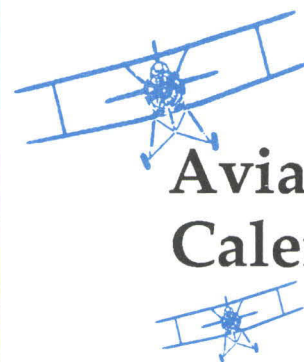
Cheraw Municipal Airport and Hampton General Hospital received funding for projects at the state Aeronautics Commission meeting in Columbia.

The Aeronautics Commission held its regular monthly meeting on Wednesday, July 18 at the commission's office where commissioners approved \$ 28,215 in state funds for airport projects.

When completed, these projects will generate more than \$ 300,000 in total funding costs when combined with federal grants.

Commission Chairman Jim Hamilton announced the following state allocations:

- **Cheraw Municipal Airport** — \$18,215 approved to construct a 1000 ft. runway extension, install medium intensity runway lights, precision approach path indicators and appraisal for land acquisition;
- **Hampton General Hospital** — \$10,000 approved to construct an emergency services heliport.



Aviation Calendar

August 5

Breakfast Club
Marion, NC

August 13

Public Hearing
On Closure Study of
Myrtle Beach AFB
Convention Center
Myrtle Beach, 7 p.m.

August 19

Breakfast Club
Dorchester County
Summerville Airport

August 28

FAA/FSS
Listening Session
Civil Air Patrol Bldg.
7 p.m.

September 2

Breakfast Club
Lewisville, GA

September 9

Breakfast Club
Chester Airport

September 16

Breakfast Club
Jeckyll Island
Weekend

September 30

Breakfast Club
Newberry Airport

October 5-6

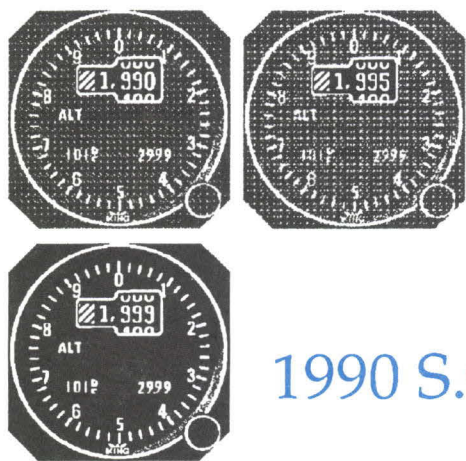
EAA Chapter 3 Fly-in
Woodward Field
Camden

October 7

Breakfast Club
Woodward Field
Camden

October 14

Breakfast Club
Spartanburg Downtown



Approaching 2000 Aviation in the '90s

1990 S.C. Airports Conference Gears Up

Where will you be November 13-16? The South Carolina Airports Conference, that's where.

The 1990 Airports Conference will be held at the Radisson Resort in Kingston Plantation, Myrtle Beach on November 13-16. The Tuesday through Friday conference will feature some interesting and entertaining people who will inform and delight you with their knowledge of aviation and humorous anecdotes.

This year's conference will offer more of what you need to know about aviation and airports including an entire afternoon featuring the FAA's program on airport safety. You will learn about how new regulations concerning airports affect your county airport, whether it has one based airplane or 50 corporate aircraft. The FAA will guide you through sessions created to answer your nagging questions on current airport guidelines.

Other portions of the conference will deal with the relationships between airport consultants, airport sponsors, and the state and federal government.

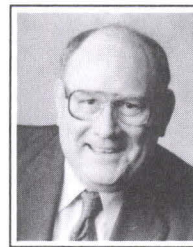
On the informative side, engineers from Wilbur Smith Associates will present their report on the Economic Impact of Aviation in South Carolina. This report is one of the most significant impact studies made on the state. The Economic Impact study will be used as a reference guide for development in the state and will be used extensively as a recruitment tool for the chamber of commerce.

During the session, Wilbur Smith Associates will explain how they conducted the study and how they arrived at their conclusions. A question and answer period will follow to give each airport a chance to ask about their particular airport or county.

Each airport will get a report at the conference which reflects the

economic impact aviation has on their community's economy.

Another person you won't want to miss is South Carolinian Col. Frank Culbertson of NASA who is scheduled to fly into space in the Space Shuttle Atlantis. He'll enlighten us with his unique perspective of air and space travel during our Wednesday luncheon. Culbertson, a native of Holly Hill, has flown over 3700 hours in 35 different types of aircraft and has made over 350 carrier landings. Culbertson is training as pilot on the crew of the Space Shuttle Atlantis mission STS-38 for the Department of Defense.



Ralph Hood

On the lighter side Ralph Hood, is speaking at our Wednesday luncheon. Many of you have heard Hood at various national conventions.

Hood, a columnist and humorist from FBO Magazine, will trick us into laughter with his down-home Southern style humor. His style of humor appeals to everyone, not just those involved with airports and aircraft. He has appeared at many major national conventions, including this year's National Air Transportation Association convention and has always brought the house down. He's the cure for boring seminars.

You won't want to miss this great opportunity to hear Rudy

Special Features

Among the special attractions at this year's conference you won't want to miss are —

✓ **Airport Safety:** Everyone's concern and what you can do at your airport. A very special program by the FAA.

✓ **The state's environment** and how you and airports affect it, a personal perspective by Rudy Manke of SCETV's NatureScene.

✓ **Aviation in the next decade:** An Astronaut's View.

✓ **Aviation's impact on the economy** in South Carolina.

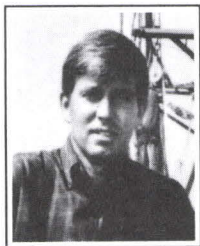
The Thirteenth Annual South Carolina Airports Conference is designed for anyone interested in the future of South Carolina's most vital economic resource -- airports.

This year's conference reflects the concerns and problems of the many people involved in aeronautics, whether you're a county airport commissioner, FBO or an airport manager.

The Thirteenth Conference provides informational workshops and seminars on various topics such as environmental issues, airport safety and the economic impact of aviation.

As aviation technology advances in the this decade, we are indeed Approaching 2000.

Manke, a state naturalist and environmentalist featured on SCETV's "NatureScene". He'll present his views on the state's environmental health and what we can do to improve it during Wednesday morning's general session.



Later that same afternoon, Rudy will guide us through the local terrain showing us new ways to see nature on a personal scale. Manke has the knack for showing us things up close like wildflowers, insects, birds and geological formations. Bring your walking stick and wear comfortable shoes for the walk. Sign up early for his Nature Walk since it is limited to the first 50 people.

In addition to all that's new to the conference, there are a lot of old favorites which always inform. There will be a session with Airport Managers, FBOs, and Commissioners for your old annoyances and new problems. As in years past, there will be an FAA Listening Session with Cas Castleberry, Southern Region Administrator and Sam Austin, the FAA's Airports District Manager. So there will also be a full slate of state Aeronautics personnel to answer your questions and complaints.

For the spouses who attend this year's conference, a trip is planned for Thursday to "shop till you

drop" at Barefoot Landing shopping mall.

Of course, what S.C. Airports conference would be complete without the annual seafood extravaganza? This year the seafood banquet will be at Marker 350 Restaurant with luscious seafood and plenty of libations.

Registration for this year's conference is \$125 per registrant. Spouse rate is \$70 and includes a shopping trip on Thursday and the seafood bash. Be certain you register for the conference EARLY. **Registration after November 5 is \$150 per registrant and \$80 per spouse. ** Don't let this deadline

pass you by.

The Radisson Resort is offering us a special discounted room rate of \$65 a night, single or double occupancy. Our block of rooms will be held until October 13, but be sure to tell the hotel you're with the Airports Conference for this special rate.

What you may not know is all of the rooms are two-room suites with fully-equipped kitchens. So bring your family and do some early Christmas shopping at Myrtle Beach's fine discount stores.

We look forward to seeing you your family November 13-16 in Myrtle Beach.

Conference Specifics At a Glance

Cost

Registration fee is \$125 per participant. If, however, you arrive on Wednesday after lunch, the registration fee is \$100. Spouse's fee of \$70 includes shopping excursion, lunch, coffee breaks, socials and seafood bash. Registration fees cover conference costs, including meals, refreshment breaks, cocktail parties and the seafood banquet.

For a complete itemization on costs call Airport Development, 1-800-922-0574.

Please make checks payable to: SC Airports Conference,
Attn: Dee Vickery, P.O. Box 280068, Columbia, S.C. 29228.

Hotel Accomodations

S.C. Airports Conference November 13-16, 1990, at the Radisson Resort Hotel at Kingston Plantation in N. Myrtle Beach. A block of rooms, all fully-equipped suites, has been reserved at \$65 a night double or single occupancy. Reservations (deadline--October 13) should be made directly to the Radisson at (803) 449-0006.

T.R. Runnels Appointed Interim Director

Continued from Page 1

Runnels responded, "I really appreciate the confidence you have in me and I appreciate the opportunity. We've worked together for a long time and we're going to continue to work together to make progress and to make this agency the best it can be."

As interim director, Runnels is responsible for the daily operations of the 50-employee agency, including all administrative, legislative and executive functions. The Army veteran is also in charge of implementing any budget reforms or reorganization recommendations made to him by agency commissioners.

Runnels said, "For airports across the state, I want to assure them that our services will not be interrupted by these administrative changes. We will still be cutting grass and repairing beacons as needed."

Commissioner Crack Anderson of Chester also praised Runnels, "I think we made a wise decision. We're just proud to have recommended him and I certainly hope that he will make application for director. We're going to be

At right, Runnels is congratulated on his appointment as interim director by Chairman Jim Hamilton.

Below, well-wisher and SCAC employee, Calvin Walker commends Runnels after his appointment.



happy with T.R. and I am sure that this commission will really move on now."

Commissioner Charles Appleby said, "I congratulate T.R. The choice was, I think, just a wonderful one. I think each and every one will be real happy."

Commissioner Graves added, "I'm delighted to see that we have so much talent available to us in this organization and if he does well as an interim, I think he will be an excellent selection for the permanent position."

Runnels, a native of Fort Worth, Texas, graduated from Troy State University in 1977 with a B.S. in Business Administration and completed his Masters of Public Administration from the Uni-



versity of South Carolina in May 1990. He is married and has two teenage children.

Runnels replaces John W. Hamilton who retired after 18 years as executive director for the agency and 30 years in state government.

Pee Dee Regional Airport District Names Representatives

Continued from Page 1



Rocky Gannon, director of Florence Regional, displays a plaque from American Airlines.

truly regional way of thinking."

"Florence, Dillon, Marion and Darlington Counties are preparing for the future and will have the most modern air service available," added the governor.

Several hundred people attended the hot, afternoon event which was punctuated with naming the appointees to the authority.

Darlington County's nominees are T.C. Cox III and John Ramsey.

Dillon County Council nomi-

nated Tommy Parham and Cooper Jordan.

Marion County nominated Bill Johnson and Robert Henderson.

Florence County nominated Billy Morris and Robert Williams to the authority while the City of Florence nominated Dr. Curtiss Daughtry.

The nominees must undergo a SLED background investigation and be approved by Gov. Campbell before they are official members of the authority.

FYI From the FAA

Aircraft Pollution --More Than Just Noise

Toxic Wastes are generated by your aircraft

Have you ever wondered what happens to that fuel you drained and discarded from the engine sump? Or the detergent you used to wash your airplane? It just dissolves or runs harmlessly into some nearby sewer and that's it, right? Wrong! Unless correctly treated, aircraft wastewaters could be detrimental to the environment.

When it comes to polluting in relation to aviation, most people think along the lines of air or noise. You really don't see an airport as generating a major threat to surface and ground water quality, but consider the activities that take place on even a small airport.

Aircraft Washing. Usually the procedure consists of the entire aircraft surface being pressure sprayed with cleaning agents to loosen accumulated oil film, dirt, and oxides. Then an alkaline water-base cleaner is brushed on the surface to help loosen foreign matter. The final step is hosing down the aircraft with water to thoroughly remove emulsified oil, grease, and dirt from the aircraft. Where does that dirty, chemically contaminated water go? Does it find its way into the sewer drain or to the nearest stream or pond to be absorbed, untreated, into the food chain?

Engine Repair. Used grease and oil are by-products of standard maintenance, and strong alkaline cleaners are used to clean engines and parts. If a shop includes painting and metalwork as part of its services, the resulting wastes could be highly toxic and corrosive. As these would foul up the ordinary drain, what do you do with them?

Engine Tests. Oil, grease, and emulsified materials generally result from engine and floor cleaning operations. These tend to end up down the drain.

De/Anti-icing Aircraft. Usually a mixture of glycol (alcohol based) and water which may be more difficult to detoxify than sewage.

All these activities produce what is known as airport generated wastewaters — some falling under the hazardous wastes category. [Waste is considered hazardous if it has one or more of these four

characteristics: ignitability, corrosivity, reactivity, or, toxicity.]

Disposal of toxic wastewaters is not a simple matter of letting it go down the local sewer drain or percolate through the soil. Acidic and alkaline wastes, generated during aircraft "pickling" and cleaning operations, would corrode metal and concrete sewer pipes, unless they are first neutralized to reach an acceptable acid/alkaline balance.

Organic solvents and phenols are generated during paint removal and the cleaning of aircraft and ground vehicles. They create explosion and toxicity hazards that interfere with sewage treatment and pollute potable drinking water. Petroleum based products, such as oil and grease, leave an impermeable film which will coat, and eventually clog, the wastewater carrier systems. It is also toxic to the breathing mechanisms of marine wildlife. Furthermore, as little as one quart of engine oil, when widely dispersed in a watershed area, can contaminate as much as two million gallons of drinking water.

Alcohol based products, such as de/anti-icing fluids, are biodegradable, but absorb oxygen in the process — to the detriment of other oxygen dependent life forms in the water.

Airport industrial wastewater must be discharged for treatment to on-site airport treatment systems, or to off-site publicly owned treatment works or, for certain types of waste, discharged without treatment to surface waters or to underground wells.

Federal regulations, with some state and local regulations imposing additional, more stringent, standards, govern the discharge of airport generated industrial wastewaters. Of course, hazardous wastes must be managed according to stringent federal regulations that govern its treatment, storage, and disposal. Ultimately, however, the enforcement of these standards are dependent on how strict local ordinances are.

Although the U.S. EPA has developed water quality standards, it is generally left to state and local authorities to enforce these standards. Airport managers can enhance their status as "good neighbors" by cooper-

ating wholeheartedly in the avoidance of wastewater contamination to the community. Because of the increased costs of waste disposal, recent attention has been focused on management strategies to reduce the total volume of wastes. Alternate choices include:

Source Reduction. Product reformulation or substitution can reduce or eliminate the use of certain materials that are difficult or costly to dispose of or treat. Also, the installation of more efficient equipment (such as pavement surface heat to reduce the need for de/anti-icing activities) and improved process control can reduce waste generation.

Recovery and Re-use. Recycling of materials would reduce an airport's waste treatment and disposal costs as well as raw material needs and costs. For example, paint and solvents can be recovered by distillation or electroplating chemicals with the aid of dragout recovery tanks. De/anti-icing chemicals can be recycled for other non-airside uses. The airport's operational costs of waste treatment and disposal could be reduced by concentrating areas of activities that are responsible for airport waste generation.

In designing new airports or planning airport expansion, it is recommended that an airside drainage system have the capability of channeling all or certain portions of the storm water runoff to one location for management and treatment.

There is no standard method for treating industrial waste since each airport presents its own special treatment problem, depending upon its environment and access to treatment facilities, as well as the nature of the services offered. Laboratory and pilot-plant studies may be required to determine the best type of treatment for a particular waste.

Aviation is by no means the only contributor to the present pollution problem. Air, noise, and water pollution are a fact of life today, and reversing this cycle will be a slow process. Hopefully, the aviation industry will help lead the way.

This article was reprinted from FAA Aviation News May/June 1990 issue.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**

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This Month...

Inside Palmetto Aviation

- Airports Conference Time Approaching
- Florence Gets New Authority
- Interim Director Named to SCAC

... and much, much more!

FAA to Hold Listening Session on August 28

The Federal Aviation Administration and representatives from Anderson Flight Service Station will conduct a general listening session in Columbia on August 28 at the Civil Air Patrol Building at 7 p.m. in Columbia.

"Cas" Castleberry, the Southern Region Administrator, will moderate the meeting which is open to all interested pilots and users of the air space system.

In a continuing effort to better serve South Carolina pilots, the AFSS asks that you take a few minutes to respond to the following questions.

1. Have you visited the South Carolina Automated Flight Service Station?

2. a. How often do you call or visit the AFSS for preflight briefings?

twice daily _____ once daily _____

once a week _____ twice a week _____

occasionally _____

b. What time of day do you call most often?

Early AM _____ AM _____ Afternoon _____

Evening _____ Night _____ Late night _____

3. Normally how long after dialing does it take to reach a briefer?

30 seconds _____ 45 seconds _____ One Minute _____

1 1/2 minutes _____ longer _____

4. How would you rate the overall service provided by the South Carolina

AFSS? excellent _____ good _____

fair _____ poor _____

Please mail your response to South Carolina, AFSS, 5531 Airport Rd., Anderson, SC 29624, or phone your response 8:30-5 p.m. M-F to the Public Information Office at 1-800-922-0574 or (803) 822-5423.

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